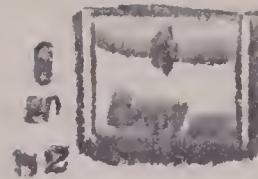


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"THEY HAVE TO GO OUT"

An historical sketch
of the U. S. Coast Guard

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"THEY HAVE TO GO OUT"

CREATION OF THE REVENUE MARINE - 1790

The Coast Guard, through its predecessors, the Revenue Cutter Service and the earlier Revenue Marine, has been in existence since August 4, 1790. On that date Congress authorized the construction of the "ten boats" whose construction Alexander Hamilton, first Secretary of the Treasury, had recommended in April of that same year.

"Information from several quarters," Hamilton reported to Congress, "proves the necessity of having them; nor can they, in the opinion of the Secretary, fail to contribute, in a material degree, to the security of the revenue, much more than will compensate for the expense of the establishment."

The year before in 1789, Congress had passed the first tariff act and in a letter dated October 8th of that year, Hamilton had written to Mr. Jcdediah Huntington, Collector of Customs at New York, inquiring about "contraband." Apparently merchants were complaining about the arrival of goods from Europe on which, presumably because of the low prices at which they were being offered for sale, duty had obviously not been paid. Mr. Hamilton asked Mr. Huntington to let him know about such complaints.

The first system of national tariffs on imports must have been inaugurated by the first Congress with some little trepidation. It had not been so long before, that the British enforcement of the stamp act and other laws designed to increase the revenues of the Crown, had led to the Boston Tea Party. Hamilton was now, of necessity, stepping lightly in enforcement procedure. What he wanted were facts about "contraband." He mentions in his letter to the Collector the expediency of employing boats for the security of the revenue, - "if any appear to you necessary." He also wants to know if any boats had been employed by the States and to what extent import duties had been evaded in the past. The Colonies, it must be remembered, had rather gloried in their evasion of the British levies on their imports and such habits were hard to break. Now, however, Hamilton was confronted with a different situation. The new government needed revenue badly and indirect taxation, through customs duties, was not only supposed to be painless but could be made easily effective, it was thought. It took boats, however, Hamilton believed, to catch the evil doers before they reached the ports with their "contraband." Hamilton wanted control of these boats.

Hamilton, it must be remembered, was a Federalist. He was not concerned about the loss of revenues by the States, for under the newly

adopted constitution the States could no longer levy import duties. There was as yet no Federal Navy. Hamilton suggested to the Collector in this letter, speaking of the States, "it is equally their duty and their interest to help enforce the national tariff act." The upshot of the matter was that Hamilton had the duty and need to enforce the first Federal tariff act but he had no Federal enforcement machinery. This enforcement machinery was still controlled by the States and the States were not only touchy about losing their revenues but were skeptical about the need for any import duties if they were not allowed to levy them. It was a delicate situation, but a Revenue Marine seemed the only answer. At least Congress thought so.

At its very inception, therefore, the Coast Guard was confronted with a difficult task which required great tact and the exhibition of good judgment in dealing with the public. This has in general been the Coast Guard's role ever since. Hamilton's instructions on June 4, 1791, were that officers of the new Revenue Marine display activity, vigilance, and firmness, marked with moderation and good temper. "Upon these last qualities not less than the former," he warned, "must depend the success ~~xxxxx~~ of the establishment," officers must "always keep in mind that their countrymen are freemen, and, as such, are impatient of everything that bears the least mark of a domineering spirit." They must "refrain with the most guarded circumspection, from whatever has the semblance of haughtiness, rudeness or insult." They must overcome difficulties by cool and temperate perseverance in their duty, by address and moderation, rather than by vehemence or violence. This is sound and timeless counsel for all law enforcement officers.

"An objection has been made to the measure," Hamilton reported to Congress in recommending the "ten boats", "as betraying an improper distrust of the merchants; but that objection can have no weight when it is considered that it would be equally applicable to all the precautions comprehended in the existing system; all of which proceed on the supposition, too well founded to be doubted, that there are persons concerned in trade in every country who will, if they can, evade the public dues for their private benefit. Justice to the body of merchants of the United States demands an acknowledgement that they have, very generally, manifested a disposition to conform to the national laws, which does them honor, and authorizes confidence in their probity. But every considerate member of that body knows that this confidence admits of exceptions, and it is essentially to the interest of the greater number that every possible guard should be set on the fraudulent few, which does not, in fact, tend to the embarrassment of trade."

"The utility of an establishment of this nature," he added, "must depend on the exertion, vigilance and fidelity of those to whom the charge of the boats shall be confided. If these are not respectable characters, they will rather serve to screen than detect frauds. To procure such, a liberal compensation must be given, and, in addition

to this, it will, in the opinion of the Secretary be advisable that they be commissioned as officers of the Navy (this referred to the Navy created by an appropriation of the Continental Congress on November 2, 1775, and dissolved at the conclusion of the Revolutionary War, and not to the U. S. Navy which was not founded until March 27, 1794). This will not only induce fit men, the more readily to engage, but will attach them to their duty by a nicer sense of honor."

The "liberal compensation" which Congress provided in the Act authorizing the construction of the ten cutters and which must have been considered ample enough in that day not to tempt them to "screen rather than detect fraud" was \$30 per month for each master, \$20, \$16, and \$14 respectively for each of three mates, \$8 per month for four mariners and \$4 per month for two boys - these rates of pay being augmented by subsistence of "three rations per day."

While "log rolling" at this early stage in our history may not have grown to the proportions it attained later in maneuvering appropriations through Congress, the fact that Hamilton recommended and Congress approved "ten boats, two for the coasts, bay and harbors of Massachusetts and New Hampshire; one for the Sound between Long Island and Connecticut; one for the Bay of New York; one for the Bay of Delaware; two for the Bay of Chesapeake (these, of course, to fly along the neighboring coasts); one for the coasts, bays and harbors of North Carolina; one for the coasts, bays and harbors of South Carolina; and one for the coasts, bays and harbors of Georgia" indicates that even in the first Congress and by such a pronounced Federalist as Hamilton, consideration of the "folks back home" must have been paramount.

Hamilton specified that he wanted "boats of from 36 to 40 feet keel ~~xxxxx~~ each having one captain, one lieutenant, and six mariners, and armed with swivels" - which were cannon that could be turned in any direction. "The first cost of one of these boats" he concluded, "completely equipped may be computed at one thousand dollars."

The original cutters built were: the MASSACHUSETTS, SCUTTLE (ex-FERRET), ARCUS, VIGILANT, GENERAL GREENE, ACTIVE, VIRGINIA, DILIGENCE, SOUTH CAROLINA, and PICKERING. They proved too small for the duties assigned them, however, and within a decade other vessels of greater size, accommodations and armament, were provided. Between 1796-1799 thirteen of these newer vessels were acquired. The first cutters had a complement of 80 men prescribed by law, but when the quasi-war with France began in 1798, complements were enlarged and both pay and subsistence, already increased twice within a few years, were again raised in 1799.

FIRST COOPERATION WITH NAVY 1798-1799

When it was determined in 1798 to extend hostile operations against France to the waters of the West Indies, four fleets, under Commanders Barry,

Truxton, Tingey and Decatur, USN, comprising in all some 20 national vessels, were formed to prey upon French commerce and destroy that nation's privateers. It was then that eight vessels of the Revenue Marine were first placed in cooperation with this newly organized Navy and sailed with these fleets, doing fine service in the summer and fall of 1799. Twenty vessels under the French flag, privateers and others, were captured by these fleets and of these 16 were made prizes by vessels of the Revenue Marine, unaided, while they assisted in the capture of two others.

FIRST COMMISSION TO SEAGOING OFFICER Of interest to New Englanders is the fact that the first commission issued to a seagoing officer of the United States was awarded to Hopley Yeaton of New Hampshire on 21 March, 1791. Later, in October, 1791, Yeaton became master of the SCAMIEL (ex-FERRET). Yeaton was a veteran of the Revolution having served as Barry's third lieutenant on the continental frigate RALEIGH. Yeaton took the oath to uphold the constitution and a second oath to detect and prevent frauds against the revenue, a double oath which is taken by all commissioned officers of the Coast Guard even at the present time.

EARLY ADMINISTRATION - REVENUE MARINE The administration of the Revenue Marine was for many years very much decentralized, being for the most part, placed in the collectors of customs of the various ports, who had the widest discretion in designating cruising grounds, repairs, discipline, and the shipping of crews, while masters furnished the rations. Officers were not transferred, and were usually appointed by the masters. For years promotions were without system and masters could be suspended by the collectors. Later, with the establishment of a Revenue Marine Bureau in the Treasury, under a captain, general administration was tightened; expenditures brought under closer control; officers periodically transferred from station to station; and logs submitted monthly. Officers of the early Revenue Marine were authorized to board all vessels arriving within the United States or within four leagues of the coast if bound for an American port, to search them, to demand and certify their manifests, and to seal their hatches, remaining on board until arrival in the harbor. This boarding procedure has changed little during the years, and is today reflected in the prescribed duties of the Coast Guard.

ENSIGN AND PENDANT The Act of March 2, 1799, not only increased the authorized number of cutters and enlarged the scope of their functions but it confirmed the powers of the officers and provided for the design and display by its vessels of a distinctive ensign and "pendant." These were described as an "ensign and pendant consisting of sixteen perpendicular stripes, alternate red and white, the Union of the Ensign to be the Arms of the United States, in dark blue on a white Field." This design, based on the number of States of the original

Union, has undergone very slight change. By order of President Taft in 1910, the distinctive emblem of the Revenue Cutter Service, as the Revenue Marine was first officially designated by the Secretary of the Treasury in 1832 and by Act of Congress in 1863, was to have been added to the ensign, but as no exact description of such an emblem existed at that time, it was not until 1927 that the present emblem was approved and made part of the Coast Guard ensign. The Act of 1799 conferred, by way of immunities, the right to fire on any craft which, after the hoisting of the ensign and pennant and the firing of a warning shot, persisted in a refusal to heave to.

GROWTH OF
MISCELLANEOUS
DUTIES 1790 - 1946
SUPPRESSION
OF SLAVE TRADE
1807 - 1861

Not long after its organization the Revenue Marine found itself directly or indirectly invested with duties in addition to those of enforcing the revenue laws. One of such initial tasks was the enforcement of the state quarantine statutes. Coupled with its military duties was the suppression of piracy and of the slave trade. Under the provisions of a law passed in 1807 forbidding the entry of slaves into the U. S., (ownership by American citizens of interests in slaves having been prohibited even earlier) the Revenue Marine, together with the Navy, took an active part in its enforcement. In the course of this duty, many slavers were captured by the Revenue Marine cutters and 487 negroes in all were liberated. The Revenue Marine was assigned the enforcement of the neutrality laws and later awarded the protection of the national live-oak timber preserves. To the Revenue Marine and its successor the Revenue Cutter Service went the enforcement of the immigration laws; general police work in Alaska after we had acquired "Seward's Folly" from Russia in 1867; the protection of seals, game, fish, and sponges; furnishing assistance to fishermen; enforcement of the navigation laws and anchorage regulations, including the patrol of regattas; the suppression of mutinies on merchant vessels and the inspection of motorboats. The International Ice Patrol was added in 1912. The duties of the service when, in 1915, the Revenue Cutter Service was merged with the Life Saving Service to become the Coast Guard, took on newer aspects as circumstances dictated, as in the case of enforcement of the Prohibition Laws after the adoption of the 18th Amendment in 1917. Certification of lifeboat men in the crews of passenger carrying vessels, which the steamboat inspection service was not equipped to handle under the "Seaman's Act," followed. The enforcement of the Oil Pollution Act of 1924; for the War Department, preceded the protection of halibut in the northern Pacific for the Bureau of Fisheries in 1926. In 1935 a Coast Guard officer was assigned to each of the large whaling vessels sailing under the American flag, in order to prevent violations of the International Whaling Treaty. So the Coast Guard has become a seagoing handy man for almost every department of the government.

ASSISTANCE
CRUISING
1831 - 1946

One of the most important activities of the Service has been the assistance rendered vessels in distress and the saving of life and property at sea. Andrew Jackson's Secretary of the Treasury, John McLane, in 1831, designated the

Revenue Marine for this duty when he detailed seven cutters to patrol areas near their stations during the winter for this purpose. These patrol vessels were to remain at sea until obliged to return either by lack of supplies or stress of weather. Later, in 1837, statutory authority for this winter cruising was forthcoming when the President was authorized to employ "public vessels" for the purpose of cruising on the coast in severe weather and of affording aid to "distressed navigators." Special authority to remove vessels, and floating dangers to navigation in the form of derelicts, was given the Revenue Cutter Service in 1906. With the merging of the duties of the Revenue Cutter Service with the Life Saving Service in 1915, therefore, the primary function of law enforcement had already been supplemented by an equally important function of providing maritime safety. These together with the third general function of military readiness constitute the three principal roles of the Coast Guard today.

COOPERATION
WITH NAVY IN WAR
1799 - 1946

By the Act of February 25, 1799, the President was authorized to place in the naval establishment and employ accordingly, any and all vessels, which, as revenue cutters, had been increased in force and employed in defense of the Coast,

whereupon their personnel might be allowed the pay and subsistence appropriate to the rates of the ships, being at the same time governed by the rules and discipline, established for the Navy. The Act of March 2, 1799, provided that the cutters "shall, whenever the President of the U. S. shall so direct, cooperate with the Navy of the U. S.," being at such times under the direction of the Secretary of the Navy. It was under this law that the Coast Guard has fought together with the Navy in every one of the country's wars at sea, although it was not until the Act of January 4, 1915, that the Coast Guard was expressly made part of the military forces of the U. S. operating "under the Treasury Department in time of peace and ~~xxxx~~ as a part of the Navy, subject to the orders of the Secretary of the Navy, in time of war or when the President shall so direct."

QUASI WAR
WITH FRANCE
1798 - 1799

When the President, anticipating the action of Congress, placed the vessels of the Revenue Marine under the orders of Benjamin Stoddert, the first Secretary of the Navy in 1798, they relinquished their normal status as revenue

cutters, departed from defense only of the seacoast, and became part of the effort to create a naval force, at first patrolling between Nantucket and Cape Henry, and later convoying vessels and preying on French commerce in the West Indies in what was essentially a cruising war.

On October 18, 1799, the PICKERING, with her 14 four pounders and 70 men fought the French privateer L'Egypte Conquise with eighteen guns, and a crew of 250. After a nine hour engagement the Frenchmen

struck her colors and was taken to St. Kitts. The PICKERING was lost in a storm, with all hands, in 1800 while enroute from New Castle, Delaware, to her station at Guadalupe. In another engagement the EAGLE captured the French privateer MEHTABLE and her prize the NANCY. Peace with the French ratified on February 3, 1801, found the Revenue Marine with 17 vessels, many experienced officers, well-trained crews, and an enviable record in peace and war.

There followed a period of retrenchment and economy under Albert Gallatin, Secretary of the Treasury under Jefferson. The Revenue Marine was reduced to its original size. Some of the older ships, like the MASSACHUSETTS, were sold at public auction, and the whole crew discharged except for the captain and the oldest commissioned first lieutenants. The Collector at Boston was authorized to employ a barge until a new cutter of not more than 45 tons and crew of only six, was built. However, the Jeffersonian Democrats, despite their protestation of economy, soon had to expand the establishment. They handled the current war scare by instituting an embargo. To enforce the embargo the Revenue Marine needed more men and ships. Accordingly on July 6, 1807, twelve new vessels were authorized. The upper limit of the new ships was fixed at 130 tons. After helping enforce the embargo, these cutters helped carry the naval burden in the War of 1812.

WAR OF 1812

In the War of 1812, the Revenue Marine, comprising sixteen vessels, operated with numerous small gunboats, in protecting the coasting trade by convoy between ports, attacked or ward off attacks of privateers and armed flotillas, sent out by British Squadrons which ranged freely along our coasts, and captured hostile armed merchantmen. Nine cutters, averaging 125 tons, armed with six to ten light guns, and with crews of 15 to 30, took 14 prizes. Within a week the JEFFERSON seized the PATRIOT, the first prize of the war and soon after the MADISON brought the brig SHAMROCK, 300 tons, into Savannah, following this with the capture of the WADE, laden with \$20,000 in specie. The VIGILANT took the British ship DART, sailing under letters of marque after a battle between Newport and Block Island.

One of the most famous incidents of the War of 1812 is vividly recounted in the following "extract from letters to a gentleman in New York" which appeared in the New York Evening Post of October 14, 1814, and October 18, 1814:

1814 Oct. 13 "New Haven. I left your city at 3 o'clock on the 9th instant in the sloop SUSAN, Captain Miles, for New Haven. Next day at 9 o'clock a.m., we passed two New Haven Packets for New York, about a mile apart. In their wake, within half a mile, was apparently a Long Island wood sloop, which hailed

us, at about 40 yards distance, and immediately bore down upon us and boarded our sloop on the quarter deck with forty men, armed with muskets, bayonets and swords. She proved to be the tender to the POM NE frigate, CARTWRIGHT, 44, with 18 eighteen pounder, 2 fours and 60 men, commanded by Lieutenant Smart, whose behavior was very civil. We were all driven below and our ammunitions demanded and given up. We had 2 four pounders, a few muskets, 16 passengers, the Captain and 4 men, 300 barrels of flour, 15 barrels of gun powder and considerable quantity of dry goods, paints, oils and other valuable property. On the 11th, at 6 a.m., when I went on deck the English 18 gun Brig DISPATCH, Captain James Galloway, was in company with her two boats, the tender and one sloop, all in pursuit of the Revenue Cutter EAGLE, Captain Lee, of this port with very light breezes from the southeast. The boats, about 8 o'clock returned to the Brig, having been beaten off by the Cutter. The Brig and the tender were not able to prevent the Cutter from running on shore near Negroes Head, Long Island. The Revenue Cutter was stripped of her sails and rigging, and her guns dragged up a high bluff and there fought against the Brig and tender until two o'clock with bravery.

The Brig opened her fire about 9 o'clock upon the Cutter and our people upon the hill, and about two o'clock, the cutter's masts were cut away and her hull appeared to us in the sloop (about one mile from the Brig) to be a wreck. We were then taken on board the Brig by her barges.

The Captain paroled me and at 9 a.m. on the 12th, made sail for New Haven. We were put on shore at Guilford at 2 p.m. I have no certain knowledge relating to the fate of the men on board the Cutter, or the militia who assembled on the heights. It is believed that they have received little or no injury. The shot from the shore generally fell short of the Brig; one went through her jib and some were thrown considerable beyond her.
(New York Evening Post, October 14, 1814).

1814 Oct. 18

During the engagement between the Cutter EAGLE and the enemy, the following took place which is worthy of notice. Having expended all the wadding of the four pounders on the hill, during the warmest of the firing, several of the crew volunteered and

and went on board the Cutter to obtain more. At this moment the masts were shot away, when the brave volunteers erected a flag upon her stern; this was soon shot away, but was immediately replaced by a heroic tar, amidst the cheers of his undaunted comrades, which was returned by a whole broadside from the enemy. When the crew of the Cutter had expended all their large shot and fixed ammunition, they tore up the log book to make cartridges and returned the enemy's small shot which lodged in the hull. The Cutter was armed with only 6 guns, 4 four pounders and 2 twos with plenty of muskets and about 50 men. The enemy being gone and provisions scarce the volunteers from this city left Captain Lee and his crew and arrived here on Thursday evening the 13th instant, in a sloop from Long Island, Captain Davis, from this city, was slightly wounded in the knee by a stone impelled by a 32 pound shot which struck near him. We have since learned that Captain Lee succeeded in getting off the Cutter and was about to remove her to a place of safety when the enemy returned and took possession of her. She was greatly injured, but it is expected that the enemy will be able to refit her to annoy us in the Sound.

(New York Evening Post, October 18, 1814)."

One of the most notable actions fought on the water in the War of 1812, took place in the York River, near Chesapeake Bay on the night of June 12, 1813, between the cutter SURVEYOR, commanded by Captain William Travis, and forces from the British man-of-war NARCISSUS. The SURVEYOR carried 15 men and was armed with 6 twelve pounder caronades. The attack was made upon this little vessel by the barges of the British frigate NARCISSUS, which carried to the conflict 50 men. The enemy was discovered by Travis when within 150 yards of the cutter, but the latter's guns could not be brought to bear, so that the defense was necessarily confined to small arms. To each of the SURVEYOR's crew was given two muskets with instructions not to fire until the enemy were within pistol range. The engagement was of brief duration, and the enemy, by dint of superior force, carried the cutter by boarding, with a loss of 3 killed and 7 wounded, while of the crew of the SURVEYOR, 5 were wounded and the rest made prisoners of war.

On the day following this action the British Commander returned Captain Travis' sword with a letter which read "Your gallant and desperate attempt to defend your vessel against more than double your number, on the night of the 12th inst., excited such admiration on the part of your opponents as I have seldom witnessed and induced me to return you the sword you had so nobly used, in testimony of mine."

SUPPRESSION
OF PIRACY

With the cessation of hostilities in 1815, William Doughty, naval constructor, was asked to design three new classes of cutters, arranged according to size as 31, 51, and 79 tons. These ships were built on the extreme Baltimore clipper model with very high stern, and relatively low bow. The ALABAMA and LOUISIANA were built in 1819 on the 51 ton model. On August 31, 1819, these two cutters, on their way to their stations in the Gulf, fought with a Mexican privateer BRAVO, commanded by one La Farge, a lieutenant of the notorious Jean LaFitte, who had resumed his piratical occupation after rendering distinguished service at New Orleans, and captured her after a slight engagement. Later, these two cutters, still working together destroyed Patterson's town on Breton Island, a notorious pirate's den, practically putting an end to organized piracy on the Gulf coast, though piratical craft from Mexico, Central and South America, subsequently made incursions on that coast. In 1822, the ALABAMA took three slavers, while the LOUISIANA, in conjunction with a U. S. and British battleship captured five pirate vessels.

ANTI-NULLIFICATION
OPERATIONS -
SOUTH CAROLINA 1832
FIRST CALLED
REVENUE CUTTER
SERVICE 1832

During the attempt to nullify the laws relating to the collection of the revenue from imports by the State of South Carolina in 1832, five vessels of the Revenue Cutter Service, as it was then first called, were ordered to Charleston harbor with instructions "to take possession of any vessel arriving from a foreign port, and defend her against any attempt to dispossess the

Customs Officers of her custody until all the requirements of the law have been complied with." President Jackson reinforced these instructions with the statement that "if a single drop of blood shall be shed there in opposition to the laws of the United States, I will hang the first man I can lay my hands on, upon the first tree I can reach."

The silent influence exerted by the presence of the Revenue Cutter fleet, however, was a large factor in the solution of the difficulties which menaced peace and Henry Clay's compromise act of 1833 removed all immediate threat of nullification.

BEGINNING OF
SERVICE PROMOTIONS

Between 1825 and 1832 a number of naval officers, because of slow promotion and lack of ships in the Navy, were commissioned in the Revenue Cutter Service. These officers did not fit into the Service, however. Their training was different and, for a naval officer, they had many unusual duties to perform. Many of them were not satisfied to take orders from Collectors of Customs. Accordingly, Louis McLane, Secretary of the Treasury in 1832, sent a circular letter to officers of the Revenue Cutter Service in which he emphasized that the two services - Navy and Revenue Cutter - were to be kept separate and distinct in the future and that all commissions of naval officers in

the Cutter Service were to be revoked as of April 30, 1832. "With a view to greater efficiency in the Cutter Service in the future," he added, "vacancies will be filled by promotion from among the officers in that service, when that shall be found preferable to other appointments, having regards to fitness as well as seniority." Thus in 1832, the Revenue Cutter Service started on another phase of its career with 92 commissioned and warrant officers and 18 vessels.

THE FIRST
COMMANDANT

Its vessels were now being built more like the naval schooner type of 1798 than the pilot-boat style of 1815. Larger ships were needed and they required trained officers and men -

persons who had grown up in the merchant service. This latter group of men now became predominant in the cutter establishment, men who had served in neither the Revolution nor the War of 1812, but men with a merchant service background. One of these became in 1843 the first military commandant, Alex V. Fraser. His background was in the East-India trade, and being a Democrat, Jackson had given him a commission as Second Lieutenant in 1832 aboard the ALERT. It was Fraser's duty, when the ALERT proceeded to Charleston, to board the sugar ships from Havana and compel them to anchor under the guns of the cutter and Fort Moultrie, and to discharge the sugar, which was then stored in the fort, until the duty was paid by the consignees. Fraser's rise in the service was rapid. After three years spent on one of the then newly authorized winter cruises he was able to show in detail the records and actual tracks of his cruising in search of distressed vessels. His appointment as Captain came as a result of judicious use of these statistics with the New York Board of Underwriters and others. As a result of a criticism by a Congressional Committee of the administration of both the Lighthouse establishment, which had been under the direct control of the secretary of the Treasury since August 7, 1789, when the Federal Government accepted title to the twelve lights then in existence, and of the Revenue Cutter Service, Secretary Spencer on 12 April, 1843, offered Fraser the position of Commandant in charge of the Revenue-Marine Division of the Treasury Department. On February 19, 1845, the lighthouses were transferred to the Revenue-Marine Division.

SEMINOLE WAR
1836

Meanwhile, the Seminole War had broken out in 1836 and eight revenue cutters cooperated with the Army and Navy in blockading rivers, carrying dispatches, transporting troops and ammunition,

and providing landing parties for the defense of the settlements menaced by the Indians. These were the Revenue Cutters DALLIS, WASHINGTON, DEXTER, JEFFERSON, JACKSON, MADISON, CAMPBELL, and VAN BUREN. "Their prompt and helpful cooperation with the Army," an officer under whom they

operated wrote, "has called forth the highest commendation from commanding generals, who take occasion to eulogize the service rendered by the cutters."

MEXICAN WAR

1846-8

Eleven cutters participated in the Mexican War of 1846 - 1848 which followed - the schooners FORWARD, EWING, VAN BUREN, WOLCOTT, WOODBURN, and MORRIS and the steamers McLANE, LEGARE, SPENCER, BIBB, and POLK. These took an active part principally in cooperation with the Armies under Taylor and Scott. Some of these vessels, notably the FORWARD and McLANE served in cooperation with the Navy, in the fleet commanded by Commodore Conner. In the squadron of Commodore M. C. Perry, who was later to open Japan, at the capture of Pernera and Tabasco, the FORWARD took a brilliant part, so much so that the Commodore was moved to say in his official report: "I am gratified to bear witness to the valuable services of the Revenue Schooner FORWARD, commanded by Captain H. B. Nomes, and to the skill and gallantry of her officers and men." Both the FORWARD and McLANE participated in amphibious operations at the mouth of the Tabasco River in 1847. The McLANE ran aground, however, and had to be extricated by the Navy. For the first time in war several of the cutters operated as a unit under command of their own officers.

CALIFORNIA

1849

From the end of the Mexican War until the Navy's Paraguay Expedition in 1858, the cutters were busy hunting slavers. When Commandant Fraser was relieved as head of the Revenue Marine Bureau in 1848, he immediately took command of the Brig LAWRENCE for her trip around the Horn to the West Coast. As a result of the Mexican War we had taken over California and the revenue laws had been extended to the new territory. The discovery of gold in the next year and the inrush of the 49ers, made the extension of the Revenue Cutter Service to the west coast of paramount significance. The officers whom Fraser took with him on the long trip around the Horn had not come through the hard school of seamanship that he had experienced. While he had made 26 previous trips across the equator, three of his five lieutenants had had no experience at sea and had never even been aboard a square-rigger until they sailed on the LAWRENCE. Fraser could not trust them in charge of the deck and was compelled to keep their watches himself. In a very real sense, therefore, the LAWRENCE was the first school ship of the service. The LAWRENCE took almost a year to reach San Francisco. Immediately on her arrival at the Golden Gate, some of the officers acted as if they had just been released from jail. By the time the LAWRENCE reached San Francisco, prices had skyrocketed so that the officers could not live on their service salaries. The Executive Officer and the officer next in rank left ship as soon as she anchored, to accept private positions at salaries three or four times that of Captain Fraser's. At one time the only other officer aboard whom Fraser could trust with any

ship's affairs or with boarding duties was Second Lieutenant Pierce. Fraser regarded the Third Lieutenants as cadets and never referred to them as officers.

San Francisco was not an easy station in 1849 and 1850. Often there were five or six hundred vessels riding at anchor. There was great excitement and many insubordinate and lawless crews. There were as yet no civil tribunals established to help the Revenue Cutter Service in its work of law enforcement. Fraser and his few aides worked night and day enforcing the Revenue Laws, and helping ship masters suppress mutiny and violence.

The LAWRENCE was lost in a gale when under the command of Captain Ottinger, who relieved Fraser when the latter returned to New York. To replace the lost brig, the MARCY was sent to the West Coast in 1854. Illustrative of the low morale of the Service just prior to the Civil War, a First Lieutenant on the MARCY had allotted \$60 a month of salary to his wife, a New London girl. On arrival in San Francisco in the spring of 1854, he became quite homesick for the joys of connubial bliss, so he shipped east on a steamer leaving California on the 15th of April. He had been granted only a day's leave so he was definitely AWOL. Having discovered that all was well with his wife the Lieutenant had a change of heart. On June 5, 1854, he wrote to the "Honorable Secretary of the Treasury" that "upon due reflection" he had decided to return to San Francisco and "to duty on that coast." He concluded his note with "if same does not meet the views of the Department - please consider this my resignation, - any communication will reach me at San Francisco, where I shall be ready to return to duty or not as the Department thinks proper." Either he had very strong political friends in Washington or the Service was definitely at its lowest ebb. The reply of the Department fairly groveled: "The Department will overlook, in this instance" it reads, "the offence of quitting your ship without authority." Nowadays such disregard of the regulations would, of course, never be tolerated.

PARAGUAYAN EXPEDITION
1858

In 1855, the Paraguayan Government had resented a United States surveying expedition aboard the WATER WITCH and the natives had attacked her as she was making her way along the Parana River. The vessel was hit ten times in the hull, the steering gear disabled and the same shot killed the man at the wheel. The U. S. gradually worked up a spirit of resentment against this "outrage" and the incident caused much discussion in Congress. To impress the Latin-Americans, a fleet of 15 ships with 1,361 men and 291 mariners, stood out to sea in October, 1858. The HARRIET LANE, newest revenue cutter, a side wheeler, cooperated with the Navy in this expedition. The little fleet received positive instructions to wage an undeclared war on the natives of Paraguay if they refused to consent to allow free trade on the Paraguay and Parana Rivers. Backed by this threat the commissioner in charge of treaty negotiations had no difficulty in negotiating a treaty of "amity and commerce" with Paraguay on February 4, 1859, which provided for "perfect peace and sincere friendship" between the two governments while free trading rights on the rivers were granted U. S. merchant vessels. Indicative of the

manner in which this "perfect peace" was negotiated were the limits set on ratifications: Paraguay had twelve days to think it over; the U. S. could take 15 months. The HARRIET LANE was complimented by Commodore Wm. B. Shubrick, USN, on the efficient way in which she assisted some of the larger warships grounded in the shallow river. Returning to the U. S. in the spring of 1859 the HARRIET LANE patrolled from the northern boundary of Florida to the state's southern tip to prevent violation of the slave trade law. The approach of the Civil War necessitated the transfer of the HARRIET LANE back to the Navy Department and it is claimed that she fired the first shot in the Civil War. The steamer NASHVILLE, lying off Charleston bar and waiting to run just before the bombardment of Fort Sumter in April, 1861, refused to show her colors. Captain Faunce of the HARRIET LANE ordered a shot thrown across the NASHVILLE's bows and "it had the desired effect."

CIVIL WAR
1861-65

One decision that now had to be made, and made quickly, concerned the allegiance of the officers and men aboard the cutters in southern ports.

Captain James J. Morrison, aboard the LEWIS CASS, stationed at Mobile, decided to cast his lot with the confederacy and turned the ship over to the state authorities. Third Lieutenant Charles F. Shoemaker, later to become Commandant of the Revenue Service, determined to remain loyal to the Union. Making his way as best he could, with his brother officers and the entire crew, he finally reached the North.

Handicapped by the transfer of the HARRIET LANE to the Navy and the loss of several cutters in other southern ports, the Revenue Cutter Service relied on several purchased tugs to carry on patrol duty in the Chesapeake and Potomac. Their main function was to prevent mail and supplies passing from Maryland to Virginia, a duty in which they rendered "incalculable service" to the cause of the North. The Treasury Department also bought a number of other small craft for work in the harbors of Boston, New York, Hampton Roads and service along the coast. Two sea-going steamers, the CUYAHOGA and MIAMI, the one a former Mexican man-of-war captured in the War with Mexico, and the other a yacht, were bought from private owners, and soon joined in the blockade, actively pursuing several southern privateers. Mr. E. A. Stevens of Hoboken built a steamer, named it the STEVENS and presented it to the Government. She participated in the raid on Drury's Bluff and in several other engagements. As the war continued, the Treasury Department built six new screw-steamers, each bearing six guns. The ships possessed much speed and were useful in chasing down privateers. A dockyard and depot for the Treasury's Naval Force was established on Staten Island in 1864. By November, 1864, in addition to these six steamers and five that had been purchased, the service had three paddle wheel steamers and 14 sailing vessels.

The HARRIET LANE, not yet permanently transferred to the Navy, was not only part of the expedition to relieve Fort Sumter, having been present during the bombardment in April, 1861, but also participated in the attack on Fort Clark and Fort Hatteras, blockade-running bases on Hatteras Inlet, whose capture was the first Union victory. Soon after this, the vessel was permanently transferred to the Navy, acting as Porter's flagship until captured at Galveston. After that she served as a confederate ship.

The MIAMI was Lincoln's personal transport and saw action at Willoughby's point; the FORWARD rendered support and assistance to General Butler at Annapolis, Maryland; the NAUGATUCK accompanied the MONITOR on its battle with the MERRIMAC; took part in the attack on Sewell's point; led the naval fleet up the James River and participated in the bombardment of Drury's Bluff on May 15, 1862. The NEWAHA rendered efficient service to the Army and Navy on the South Atlantic coast, received on board Gen. Slocum at Fort McAllister, Savannah, Ga., just from his "March to the Sea" and convoyed him to the naval fleet below. The FORWARD, BROWN, AGASSIZ, TOUCY, and ANTIETAM rendered important services in the waters of North Carolina, while the JACKSON, HERCULES, RELIANCE, TIGER, and ALLEN cooperated with the naval forces in the gunboat flotilla in the Chesapeake; and during all this time the cutters were also busily engaged in collecting badly needed revenues.

The men who reinvigorated the Service after the Civil War were Secretary of the Treasury George S. Boutwell and Sumner I. Kimball. Despite the interest in the growing Middle West, Boutwell decided that the Revenue Cutter Service was worth rescuing from inefficient operations, careless expenditure of funds, and public apathy. A commission appointed by him in 1869, advocated the use of smaller vessels and lower operating costs. To reduce costs, the most obvious method, both in business and government, has always been to reduce the number of men employed. Kimball, to whom was intrusted as Commandant the carrying out of the commission's recommendations, reduced enlisted personnel from 1,050 to 860. The officers had to stand trial for their official lives, as the commission had discovered very low professional standards in the service and an inefficiency among the officers that increased the cost to the taxpayers. Seven out of nineteen captains and thirty three out of one hundred and three lieutenants failed to meet the standards set up by a board of experienced captains under the presidency of Captain John Faunce. A new set of regulations for the service was issued in 1871. Those provided for a tightly knit, efficient service. Expenditures must be authorized from Washington; reports and inventories had to be made regularly from the cutter to the Revenue Marine Bureau. Cutters were regularly inspected. A really serious attempt was made to do away with political pull in making appointments and in securing stations. All candidates for

other than the lowest grades of officers were "required to pass a satisfactory physical examination and a competitive professional one and must have a fixed number of years' practical service."

The Revenue Cutter Service now realized that it must establish its own "School of Instruction." Political appointments had produced a mediocre organization; some good men had become officers in this manner, but no standards had been agreed upon as to the correct type of man for an officer. Kimball, Chief of the Revenue Marine Bureau, was a civilian. Probably much of the stimulation for the idea of cadetships stemmed from a sort of "permanent" board of elder officers in the service, who were always called to Washington during this period when any decisions were to be made. The Act of July 31, 1876, provided that "hereafter upon the occurring of a vacancy in the grade of third lieutenant in the Revenue Marine Service, the Secretary of the Treasury may appoint a cadet, not less than 18 or more than 25 years of age, with rank next below that of third lieutenant, and who shall not be appointed to a higher grade until he shall have served a satisfactory probationary term of two years and passed the examination required by the regulations of said service; and upon the promotion of such cadet another may be appointed in his stead; but the whole number of third lieutenants and cadets shall at no time exceed the number of third lieutenants now authorized by law."

To solve the question of how these cadets were to be appointed the "permanent" board assembled in Washington on December 12, 1876, and held the first examination for cadets in the service. The first class of cadets was, thereupon, appointed in December, 1876. The old schooner J. C. DOBBIN was put in shape, under the first "Superintendent" Captain J. S. Henriques, for them to use as a school ship. The training of the first class of cadets began on May 25, 1877, when the DOBBIN, with nine cadets, three officers, one surgeon, six warrant officers, and 17 men in the crew was towed down the Chesapeake Bay from Baltimore by the cutter EWING. On reaching Point Lookout the DOBBIN began four and a half months of intermittent cruising, including tacks between the U. S. and Bermuda. The school ship anchored at Provincetown on June 29, 1877, whence it made its way to Portland, Maine, and on July 24, sailed to the Azores.

The DOBBIN was only a stop-gap and the Department soon began serious planning for a brand-new ship, especially built for the cadets. The designs called for a bark of 250 tons to cost not more than \$40,000, completely fitted out for her duty. This vessel, the CHASE, became the home of the School of Instruction of the Revenue Cutter Service in the late summer of 1878. She was 106 feet long, 25 feet beam and carried a battery of four broadside guns. The cadets lived in the steerage which before the ship was remodeled in 1895, contained six staterooms with two berths each, a wash-stand and clothing lockers.

From 1877 on, the idea of a definite training organization within the service never left the Revenue Cutter Service, except for one short period. Each class as it went through the School of Instruction or its successor, the Coast Guard Academy, developed an esprit de corps that has had an incalculable effect on the service as a whole.

In 1890, however, the Revenue Cutter Service reached a new low. Both officers and men suffered severe discrimination as compared to the treatment accorded Army and Navy personnel. For the first time in the history of the service, two Secretaries of the Treasury favored amalgamation with the Navy. Secretary Foster and Secretary Windom waged an active campaign for the transfer. They regarded the School of Instruction as an unnecessary expense. The CHASE suspended operations. For three years vacancies in the grade of third lieutenant of the Revenue Cutter Service were filled with graduates of Annapolis. This infiltration quickly called public attention to the differences between the two services. Anti-Navy feeling in the Middle West opposed the transfer. With the new Democratic administration of President Cleveland the commotion subsided. The CHASE was reconditioned and new classes were started. Secretary Carlisle of the Treasury Department decided that vacancies in the engineer corps of the service should be filled only by graduates of the leading engineering institutions such as M.I.T., Stevens, and Cornell. The CHASE definitely established winter quarters at Curtis Bay, South Baltimore, Maryland. The curriculum became highly technical, - seamanship, navigation, mathematics, astronomy, law, tactics and hygiene. In 1907 the CHASE was superseded by the ITASCA, formerly a Naval Academy Training Ship. In 1910 the school was moved to New London, Connecticut, and Fort Trumbull was transferred to the Treasury by the War Department. This became the site of the Academy until new buildings were occupied up the Thames River in 1932.

THE LIFE SAVING SERVICE

In 1785 there was organized the Massachusetts Humane Society patterned after the Royal Humane Society of England which dated from 1774 and followed a broad policy of relief to persons on vessels in distress. This organization established the first lifeboat station at Cohasset, Mass., in 1807. Boats were manned on a voluntary basis just as volunteer fire departments function in many towns today.

It was not until 1847 that Congress made the first appropriation for saving of life from shore, and this, after two years had elapsed, was turned over to the collector of customs at Boston to be used in acquiring boat houses and equipment on Cape Cod for the Massachusetts Humane Society. After a series of wrecks on the coasts of Long Island and New Jersey, totaling some 300 in nine years, an appropriation of

\$10,000 was made in 1848 for the purpose of "providing surf boats, rockets, carronades, and other apparatus for the better preservation of life and property from shipwrecks on the coast xxxx between Sandy Hook and Egg Harbor." The funds were expended in cooperation with insurance underwriters under the supervision of the Captain of the Revenue-Marine Service, and eight boathouses, each about 16 by 28 feet, were constructed. These were the first stations built with federal funds. One still stands at Spermaceti Cove, on Sandy Hook, New Jersey.

During the following year, 1849, fourteen more boathouses were provided by Congressional funds along the New Jersey and Long Island coasts, the latter being spent under the direction of the Life-Saving Benevolent Association of New York. Following this, more boats and equipment were provided by Congress to be used by volunteers, but there was no accounting for the property furnished. After the boathouses were built and equipped by the Government, its responsibility ceased. Then in 1854 the appointment of keepers at \$200 per year was authorized and more appropriations made for the support of stations. Improvements, made as a result of reports made by officers of the Revenue-Marine Service, were spasmodic and temporary. Finally in 1871, Congress authorized the Secretary of the Treasury to employ experienced surfmen at these stations for such periods as he deemed proper. A governmentally supervised system began to take the place of the loosely administered volunteer system.

In an article on "Life-Saving Stations" by Rebecca Harding Davis in Lippincott's Magazine, Vol. XVII, p. 305 (1876) an interesting light is shed upon the forces which must have motivated the continuing interest of Congress in providing funds for these stations. These forces were influenced by what were known as the "Jersey wreckers." Asked about the operations of the Barnegat pirates "in old times" drawing vessels ashore by false lights and plundering the ship-wrecked people a fisherman replied: "Well, Sir, them stories is onjust, the men as is called Barnegat pirates are not us fishermen-never were; they're from the main-colliers and sech - as come down to a wrack, and they will have something to kerry home when they're kept up all night. They do their share of stealin', I'll confess; but from Sandy Hook to Cape May it's innocent to what is done on Long Island. No man or woman was ever robbed on this beach till they was dead. Of course, I don't mean their trunks and sech, but not the body. The Long Islanders cut off fingers of livin' people for rings, but the Barnegat men never touch the body till it's dead, No Sir."

As a result of Congressional action, the Life-Saving Service was set up within the Revenue-Marine Service, of which Sumner I. Kimball was chief, in 1871. Kimball received \$200,000 from Congress, ten times as much as had ever before been appropriated for life-saving. More stations were built and by 1874 they extended to many

New England points, to the southern part of the Atlantic Coast, to the Great Lakes, and the Pacific Coast. Life-saving medals were authorized, personnel reorganized, beach patrols and signals introduced, and the technique of using the breeches buoy developed. Regular inspection and reconditioning of equipment was provided for, Masters of American ships were required to notify the collectors of customs at their home districts of the nature and probable cause of casualties involving loss of life, serious personal injury, or substantial loss of property. These casualty reports are still made and have always provided an important basis in determining the location, not only of life saving stations, but of lighthouses and other aids to navigation, as well.

In 1878 the service was established as a separate bureau in the Treasury Department, with a general superintendent of its own. Kimball left the Revenue-Marine Division to become head of the Life-Saving Service on its formal establishment and served continuously until the Act of January 28, 1915, again consolidated the two services to form the Coast Guard. While the services were separated, provision was made for the inspection, drilling and disciplining of the crews of life saving stations by officers of the Revenue Cutter Service and in 1904 as many as fourteen officers of the Revenue Cutter Service were on duty with the Life Saving Service. The efficiency of the Life-Saving Service at that time was attributed, in fact, in all that related to its technical features, to the energetic and capable officers of the Revenue Cutter Service who had made the inspections, formulated the drills, and practiced and drilled the life-saving crews.

The story of the Life Saving Service is a story of daring and skill. Coastguardsmen assigned to life saving stations learn early the "Regulations say you have to go out, but they don't say you have to come back." Statistics show that through the combined efforts of the Life Saving Service and the Revenue Cutter Service, 203,609 lives had been saved in the seventy years between 1871 and 1941. Property valued at \$1,784,738,124 was saved from "Davy Jones' Locker." In addition succor was afforded to 48,023 persons. A little arithmetic will indicate that this means 2,868 lives saved, \$25,137,157 worth of property, and 676 persons afforded succor, on the average, for each of these seventy years.

LIFE SAVING
UNDER COAST GUARD
1915 - 1946

Only men of a special breed can take rescues in their stride, and as a good surfman requires particular qualities and abilities, best expressed, perhaps, as boatmanship rather than seamanship. The life-saving branch of the Coast Guard was until

recently, even after the amalgamation of 1915, administered almost entirely as a separate unit. While specialization has since been broken down, there has been no relaxation of training and one of the

most valuable contributions of the Coast Guard in its development of men is that its men are unsurpassed anywhere in the handling of small boats. On January 1, 1943, the Coast Guard had 202 active lifeboat stations and 62 inactive. By June 30, 1946, this number had been reduced to 189, only 59 of which were active on 23 August, 1946, 32 in limited status, 92 in caretaker status and 6 altogether closed. Shortage of personnel during the period of demobilization and deployment had thus brought this once splendid facility for maritime safety temporarily to a low state of activity.

Replacement of wooden vessels by steel ships indicated that wrecks would take place farther offshore than formerly, and that more time would be available for rescue. The use of the breeches buoy, designed to bring survivors ashore from wrecks comparatively close ashore, was expected to show a decline. The newer stations, therefore, have been built on inlets in order to take advantage of the latest equipment. There have been more lifeboats and picket boats and fewer pulling boats used in recent times. There is a lookout tower at every station and a 75 foot signal tower. All stations are part of the chain of coastal communications, and so are able speedily to report disasters and to summon assistance. In recent years complements have been doubled to sixteen or more surfmen under command, usually, of a warrant officer.

During World War II, the life boat and light stations of the Coast Guard became the nuclei around which the Beach Patrol was created. This force of 24,000 officers and men patrolled some 50,000 miles of our coasts. In addition to stationary lookouts and foot and vehicle patrols, with small boat forces at inlets, mounted patrolmen and sentry dogs were extensively used. It was a young Coast Guardsman, John C. Cullen, Seaman 2/c, who in the summer of 1942, discovered Nazi saboteurs landing on the beach at Amagansett, L. I., and sounded the alarm that led to their eventual capture. This incident gave the necessary impetus to the organization of the Beach Patrol that kept our shores under vigilant and thorough surveillance until all danger of invasion had passed.

BERING SEA PATROL
1867 - 1946

It was in 1867 that we acquired Alaska from Russia by purchase. The Revenue Cutter LINCOLN was the first American vessel to arrive there.

Regular Revenue Cutter patrol work in the Arctic region began as early as 1880, when the cutter CORWIN was assigned to general police work in the Bering Sea. From the very beginning, therefore, Alaska became the peculiar responsibility of the Coast Guard. It was on guard in Alaskan waters from early May until late December of every year, rendering aid to shipping, caring for the shipwrecked, and assisting the unfortunate and destitute natives to

return to their homes, after they had been driven ashore or on to other islands, by storm, while fishing. Public Health surgeons detailed to the cutters which formed the Bering Sea Patrol prescribed for and aided the sick, treating thousands of cases each year. Hundreds of shipwrecked American whalers were rescued and brought home to the United States.

There was the memorable cruise of the cutter BEAR, the same ship which served in the Revenue Cutter Service 41 years and was later to carry Byrd to Antarctica, which in the winter of 1897-8 was sent to the relief of whalers, caught in the Arctic Ocean, near Cape Barrow, by an unexpectedly early freeze. The overland expedition from the BEAR, started from Nunivak Island on the Bering Sea, at the limit of the ice floes, and in the dead of the Arctic winter. It consisted of Lieutenant D. H. Jarvis, Lieutenant E. P. Bertholf (later C.G. Commandant), and Surgeon Samuel J. Call among others. Their wearying mush through the snow covered, ice bound region that lay between them and the ice bound whalers covered nearly two thousand miles. Starting on December 17, 1897, they did not reach their destination at Point Barrow until March 29, 1898. They drove before them a herd of reindeer as food for the starving crews of the whalers congregated there, and brought to the survivors the cheering news that with the breaking of the ice in a few months the BEAR would arrive with an abundance of food and clothing and take them back to civilization. On their arrival at Point Barrow, Jarvis and his party found terrible conditions among the surviving whalers, but set to work with indomitable energy and brought order out of chaos. When the BEAR finally got through on July 29, ninety-seven men were taken on board and transported to San Francisco. Every one of the officers and men who composed this expedition was a volunteer from Captain Francis Tuttle R.C.S. down.

During the absence of the BEAR on this humane expedition the Spanish-American War had been fought and won. This was all news to the men of the Revenue Cutter Service when they reached Unalaska in the summer of 1898, homeward bound.

The work of the Revenue Cutter Service and later of the Coast Guard in Alaskan waters is fraught with exposure and hard service incident to the life of the seafarer. The enforcement of law and order, the protection of the seal herd and salmon fisheries, the introduction of reindeer from Siberia, the care and attention given the educational system of the Department of the Interior and a thousand other duties faithfully executed on behalf of practically every Government Department, has typified and glorified the service.

SPANISH-AMERICAN
WAR - 1898

Hardly had the tocsin of the Spanish-American War sounded in 1898 when the Revenue Cutter McCULLOCH bound for San Francisco, by way of Europe was

overhauled at Singapore, by cable, and directed to report to Commodore George Dewey, commanding the Asiatic Fleet. The cutter made a quick run to Hong Kong, joined Dewey, and accompanied him in his campaign against Manila. The cutter later brought to Hong Kong the first news of the victory at Manila Bay.

In the Western Hemisphere the cutter HUDSON, at the battle of Cardenas on May 11, 1898, sustained the fight against the gun boats and shore batteries of the enemy, side by side with the Navy torpedo boat WINSLOW, and when Ensign Bagley and half the crew of the latter vessel had been killed and her commander wounded, rescued the vessel and the remainder of her crew from certain destruction under the furious fire of the enemy's guns. Of this action the Secretary of the Navy wrote: "The rescue of the WINSLOW by the HUDSON was so gallantly done in the face of a most galling fire, that First Lieutenant Frank H. Newcomb, R.C.S., commanding, his officers and men, deserve the warmest commendation. The WINSLOW was riddled with shell, disabled, helplessly drifting on to the beach and into the hands of the enemy, her captain wounded, her only other officer and half her crew killed, but the HUDSON courageously remained by her in the very center of the hottest fire of the action, although in constant danger of going ashore on account of the shallow water, until finally a line was made fast to the WINSLOW, and the vessel towed out of range of the enemy's guns."

President McKinley made the work of the McCULLOCH and HUDSON the subject of a special message to Congress, in terms of high commendation and praise, and as a reward of merit in the case of Captain Hodgson of the McCULLOCH (there being no higher grade in the Revenue Cutter Service to which he could be promoted) recommended that he be retired from active service on the full pay of his grade. He also recommended the bestowal of the gold medal of honor upon Lieutenant Newcomb of the HUDSON, and silver medals of honor to each of his officers with bronze medals to each of his crew. The only gold and silver medals bestowed by Congress for services during the Spanish-American War were those for officers of the Revenue Cutter Service.

Cooperating with the Navy during this war were 13 Revenue Cutters carrying 61 guns, 98 officers, and 562 enlisted men. Eight of these were in Rear-Admiral Sampson's fleet and on the Havana blockade; one in Dewey's fleet; and 4 cooperated with the Navy on the Pacific Coast. Three other cutters with 25 officers and 210 men were ordered into cooperation but the war closed before they could be equipped and gotten to the front.

INTERNATIONAL
ICE PATROL
1912 - 1946

The International Service of Ice Observation and Ice Patrol, conducted principally off the Grand Banks of Newfoundland each year, was initiated by the U. S. in 1912, following the sinking of

the "TITANIC" by collision with an iceberg. The patrol was continued until January 20, 1914, when a formal convention was signed at London by the principal maritime powers, prescribing a permanent and systematic patrol under specific conditions relating to its prosecution and maintenance. The Coast Guard has continued to conduct this patrol, the object of which is to locate icebergs and field ice nearest to the trans-Atlantic lanes of ocean travel, and to send out frequent messages; giving the location of the dangerous ice, particularly such ice as may be in the immediate vicinity of the regular steamer lanes. As the result of this patrol, no serious accident had resulted, up to the time of the discontinuance of the patrol in 1941, from the former dreaded icebergs. The patrol was suspended when the U. S. entered the war in December, 1941. While intense submarine activity in the Western Atlantic in 1942 necessitated routing convoys through areas normally endangered by pack ice and icebergs, the establishing of bases in Greenland, Iceland, and the Canadian Arctic, brought ice areas under consideration that, prior to the war, had been of little concern. Because of urgent demand for vessels for convoy escort and anti-submarine patrol, none could be assigned to ice patrol. Merchant ships, formerly reporting ice sighted, now moved in convoy and maintained radio silence. Allied planes and escort vessels supplied the major part of the information on ice conditions which was received. A Coast Guard detachment of personnel experienced in ice patrol work was detailed to Argentia, Newfoundland, and acted as a clearing house for ice information gathered from all available sources. Only one collision with an iceberg occurred during this period. The British vessel SVEND FOYNE was the victim of an iceberg collision on March 19, 1943, and 145 persons were rescued from the icy waters by Coast Guard and other craft before she sank. The International Ice Patrol was resumed in March, 1946, again under Coast Guard auspices.

ESTABLISHMENT
OF COAST GUARD
1915

On April 4, 1912, President Taft sent to Congress a message, transmitting, with his approval, a report of the President's Commission on Economy and Efficiency. This recommended the consolidation of the Life-Saving Service of the Treasury

Department with the Bureau of Lighthouses, then in the Department of Commerce and Labor. There was also a report of the same commission proposing that the Revenue Cutter Service be abolished and its functions and equipment allocated "among other services requiring the use of marine craft," notably the Lighthouse Service, the Bureau of Fisheries of the Commerce and Labor Department and the Navy Department. Neither of these proposals was adopted by the Congress. Instead, on June 5, 1912, Senator Chas. E. Townsend of Michigan introduced a bill to consolidate the Life Saving Service and the Revenue-Cutter Service, both of the Treasury Department, into a single service of the Treasury, under the name of the COAST GUARD. This measure became law on January 28, 1915.

Following the passage of this act and during the tense days immediately prior to our entrance into World War I, arrangements were made for the integration of the newly created Coast Guard with the Navy in the event of hostilities. Then on the morning of April 6, 1917, a dispatch was sent to each unit of the Coast Guard, stating succinctly "Plan One, Acknowledge." This meant we were at war with Germany and the Coast Guard immediately went into action. The Navy was thereby augmented by fifteen cruising cutters and over 200 commissioned officers and nearly 5,000 warrant officers and enlisted men. Coast Guardsmen were entrusted not only with the hunting of submarines and raiders, but with guarding the transports of troops, our most precious cargo. Of 138 commissioned line officers, 24 commanded combatant ships of the Navy in the European war zone, 5 commanded combatant ships attached to the American Patrol detachment in the Caribbean, and 23 commanded combatant ships attached to naval districts. Five were in charge of large training camps and 6 were in aviation, two commanding air stations.

Squadron 2, Division 6, of the patrol forces of the Atlantic Fleet was composed of the cutters OSSIPPEE, SENECA, YANACRAW, ALGONQUIN, MANNING, and TAMPA. These were based at Gibralter, performing escort duty between that port and the British Isles, as well as in the Mediterranean. Other large cutters operated in the vicinity of the Azores, off Nova Scotia, in the Caribbean, and in the coastal waters of the United States.

At 2:45 on the morning of April 28, 1918, the British naval sloop COWSLIP, out of Gibralter to meet a convoy escorted by the SENECA, was struck and almost broken in two by a torpedo from one of three German submarines bound for the Mediterranean. Warned to stay away, because of the presence of enemy submarines, and despite the tactical doctrine which would have justified the SENECA in refusing to risk her own destruction, she followed the laws of her service, and three times stopped to send off small boats in order to take on survivors. These boats, manned by Coast Guardsmen, came alongside the COWSLIP, in the chop and darkness, and succeeded in saving two officers and 79 enlisted men.

Again on September 16, 1918, the British collier WELLINGTON, one of a convoy being escorted by the SENECA to Gibralter, was hit by a torpedo, her forefoot being blown away and her number one hold flooded. Her crew, anticipating another attack, abandoned the ship though she was still afloat, and declined to return on board. The SENECA's men, accustomed to taking chances and impressed with the urgency of keeping the bridge of ships intact, volunteered to board the torpedoed vessel and try to bring her to port. The SENECA's navigation officer, a warrant machinist, and 18 others, most of them petty officers, were chosen for the task. They were soon joined by 14 of the WELLINGTON's crew, including two mates and her master, who said he could not see others doing the duty which was his, but refused the offer of command and was so assigned as first officer. After some minor repairs, the WELLINGTON

got up steam and headed for Brest, making a good seven knots. The men were never off duty, some doing work they had never done before in order to keep up steam, and all standing continuous watches. In the meantime, the destroyer WARRINGTON had been dispatched to the aid of the collier. The WELLINGTON persisted in coming head up to a rising sea, refusing to steer to leeward, and her condition made it impossible to rig a sea anchor or to let down her chain cables. Ingenuity and courage were of no avail, and the collier shipped water, commencing to settle at the head. As the gale increased it became apparent that the ship could not be saved. The only lifeboat, with seven of the WELLINGTON's crew and one Coast Guardsman, ordered into it to unhook forward, drifted away when someone cut the stern painter, and the seamen were unable to pull back. At 0400, all aboard the WELLINGTON abandoned ship as she sank, the lucky ones clinging to life rafts they themselves had made, until dawn. The WARRINGTON picked up the men in the lifeboat, but could not lower boats in the storm, and stood by until daybreak. Then, by the use of lines, she picked up 15 men, of whom eight were Coast Guardsmen. Eleven of the SENECA's complement, including the machinist and gunner's mate of the Navy on the temporary assignment, were lost, as were five of the collier's crew. Of this exploit the British Admiralty said, "Seldom in the annals of the sea, has there been exhibited such self-abnegation, such cool courage and such unfailing diligence in the face of almost unsurmountable difficulties. xxxx America is to be congratulated."

On the stormy night of September 26, 1918, the cutter TAMPA, bound for Milford Haven, after having escorted a convoy to Gibraltar, disappeared with a loud explosion, leaving no trace other than some floating wreckage. It is believed that she was torpedoed by a German submarine. Two bodies, clad in naval uniforms, were found, but these were never identified. One hundred and thirty men died that night, 111 of them Coast Guardsmen and 4 of the Navy. The Coast Guardsmen suffered the greatest loss in proportion to its strength of any of the armed services in World War I.

Following World War I, the experiment of Prohibition added many problems to the work of the Coast Guard. While enforcement of the unpopular law was unpleasant and often dangerous, funds were allotted for expansion with a generosity never before equalled. The Service was greatly augmented and improved, especially in the fields of communication and intelligence.

With the repeal of the 18th Amendment in 1933, and the resulting subsidence in the smuggling of liquor into the United States, the Coast Guard underwent a drastic reduction in its activities. A reorganization resulted so that operations could be continued with the now limited funds. The Coast Guard districts were rearranged and authority was generally decentralized, so as to give the district commanders greater responsibility and permit greater flexibility and coordination of their forces. The efficiency of the service was consequently immensely increased even with drastically reduced appropriations. In 1937, the

life stations were reduced in number and the remaining units improved and modernized.

THE LIGHTHOUSE
SERVICE
1789-1939

On July 1, 1939, the Lighthouse Service of the Department of Commerce was transferred to the Coast Guard under the President's Reorganization Plan No. II. When first established in 1789,

the Lighthouse Service was assigned to the Treasury Department and at first was under the direct control of the secretary. With the increase in the number and scope of its duties, it was transferred to the Revenue-Marine Division of the Treasury in 1845.

For many years the collectors of customs had acted as local superintendents of lighthouses, the supply and inspection of lights being performed chiefly under contract. The establishment of lights was without much system and the administration of the service very loose. In 1851, a planning board was created for the purpose of making a report, which would serve as a guide for legislation. As a result of its report, Congress set up the Lighthouse Board in 1852. This body, being composed of officers of the Army and Navy and civilian scientists, continued to function until 1910. Among its naval members at one time or another were Admirals Dewey, Evans, and Schley. Meade, General of the Union Forces at Gettysburg, performed duties on this board, as did Rosencrans, Beauregard, and Semmes, who later commanded the confederate vessel ALABAMA, responsible for the famous "ALABAMA claims." Eminent civilian scientists who served on the board were Henry Horton, the first President of the Stevens Institute of Technology, and Joseph Henry of the Smithsonian Institution. The Board established twelve districts, provided for their administration and inspection, instituted improvements in equipment, and fostered experimentation with new devices. To it belongs much of the credit for the excellence of our present day navigational aids.

Attempts were made in 1862 and from 1882 to 1885 to transfer the lighthouse establishment to the Navy, but these all failed. When the Department of Commerce and Labor was created in 1903, the Lighthouse Service was placed under it, however, remaining with the Department of Commerce when the Labor Department was split off to be headed by a separate cabinet officer. In 1910, the Lighthouse Board was superseded by the Bureau of Lighthouses in the Commerce Department. The districts were rearranged and the work consolidated, with major changes in organization, although functions and activities were not altered to any major extent.

In 1939, the Lighthouse Bureau was consolidated with the Coast Guard and a further reorganization embraced all of the combined activities of the two services into a well integrated and effective whole. The former

9 divisions and 13 districts of the Coast Guard, and 17 districts of the Lighthouse Service, were combined into 13 districts, including Puerto Rico, Hawaii, Alaska, and the interior rivers of the United States. The separate field organization of the former life-saving activities was, at the same time, integrated with other functions of the Coast Guard. The grouping of shore stations, including life-boat and light stations, and certain bases, which was put into effect at this time, proved of practical value a few years later when the Coast Guard was given the task of organizing the Beach Patrol in 1942. This integrated system of shore establishments then became the key of our entire coastal defense system.

The duty of establishing and maintaining aids to navigation now became one of the principal duties of the Coast Guard. For many years there had been a continuing demand for new establishments due, in major part, to the improvement and extension of navigable channels by the Corps of Engineers, U. S. Army, and in part, to the constantly increasing activity in navigation of small craft requiring aids for their protection in waters hitherto not marked. During the fiscal year 1940, therefore, 1,581 new aids were established by the Coast Guard and 767 aids were discontinued, leaving a net increase of 814 aids, bringing the total close to 30,420. By June 30, 1946, this had been increased to 36,879.

U. S.
MARITIME SERVICE
1938-1941

The Coast Guard's function of maritime safety had thus scarcely been emphasized with this addition to the two formerly paramount functions of law enforcement and military readiness, when the tocsin of war began to be sounded in

Europe with the invasion of Poland by Germany on 1 September, 1939. Ever since its latest reorganization in 1933, the Coast Guard had been giving constant attention to preparedness for war. Improvements in armament and fire control equipment of its vessels were effected. A carefully planned system of small arms training for personnel, including gunnery exercises on vessels, and participation in Army and Navy maneuvers, added to the Service's preparations. The U. S. Maritime Service, a training service established by the Maritime Commission under the Merchant Marine Act of 1936, and continuously administered by the Coast Guard for that commission since that date, continued its training of Merchant Marine personnel. Later on February 28, 1942, this service was transferred to the Coast Guard, by that time serving as part of the Navy, but remained there only 6 months before being transferred back to the War Shipping Administration on 11 July, 1942. From 1 October, 1938, to 1 November, 1941, however, while being administered by the Coast Guard under the Treasury, its enrollees had grown from 106 to 10,742 or 21 per cent of the personnel of all American merchant vessels of 1,000 gross tons or over. The training of these merchant officers

and men by the Coast Guard was not only to fill the needs of the emergency, but had a long time objective of preventing disasters at sea by providing more trained and efficient personnel for our merchant ships. It was the first time, moreover, that the Federal Government had ever embarked upon such a systematic program.

COAST GUARD
RESERVE (AUXILIARY)
1939

In order to further increase safety at sea, Congress created the Coast Guard Reserve¹ on June 23, 1939. This was a voluntary non-military organization designed to train and instruct those using the high seas and navi-

gable waters of the United States and to secure the cooperation of yachtsmen and other small boat owners in the observance of the laws and adoption of safety devices on their boats. Yachtsmen and small boat owners became enthusiastic reservists and their boats later became available as coastal pickets, when in 1942 and 1943, the German and Italian submarines began to prey on our coastal shipping along the Atlantic and Gulf coasts.

NEUTRALITY PATROL
1939 - 1940

On September 5, 1939, the President proclaimed the neutrality of the United States in the war which had broken out in Europe and pursuant to Executive Order of that date the Coast Guard

assumed a wide field of responsibility in the prevention of unneutral acts by merchant vessels, either of the United States or of other neutral countries, and against the committing of belligerent action by merchant vessels of warring nations while within the waters of the United States. A systematic and extensive patrol by aircraft, vessels and coastal stations was carried out all along the coasts of the United States. To prevent unneutral communications the radio apparatus aboard merchant vessels of belligerent nations was inspected and sealed while the vessels were within United States territorial waters. Defensively armed merchant vessels were inspected to insure that they were not operating as auxiliary merchant cruisers or commerce raiders and basing in U. S. ports in violation of the neutrality law. In maintaining a strict surveillance, merchant vessels were sighted and identified at sea or in ports of the United States.

WEATHER PATROL
1940 - 1941

In 1940, the Coast Guard, in cooperation with the Weather Observation Service, began to use its newly modernized cutters, now capable of extended cruises, to establish an Atlantic

Weather Observation Service. The cutters took turns patrolling certain weather stations, which were areas about 100 miles square, between Bermuda and the Azores, usually for 30 day periods, and their daily reports were designed primarily for the protection of the rapidly increasing trans-Atlantic air commerce.

1. Later became known as Auxiliary in 1941 when the military Reserve was established.

ICE BREAKING
1936 - 1941

Under an Executive Order, dated December 21, 1936, the Coast Guard was directed to assist in keeping open channels and harbors by means of ice breaking in accordance with the reasonable demands of commerce. The increased demands for iron ore, both in 1940-41, and especially with the inauguration of the Lend-Lease Program, on March 11, 1941, moved Congress to authorize the chartering of ice-breaking vessels on the Great Lakes. Ice breaking operations which followed resulted, with the cooperation of Coast Guard cutters, in the opening of the Sault Ste. Marie canal on March 28, 1941, the earliest ever recorded since records were established in 1855. As a result the loading of iron ore at Lake Superior ports totalled 6,954,793 tons in the single month of April 1941, as against an all time previous high of 3,770,555 tons. This represented a clear gain, in volume of iron ore available for national defense at this critical juncture in our history, such as could have been had in no other practical way.

PORt SECURITY
1940 - 1946

On June 27, 1940, the President issued a proclamation, supplementing his proclamation of September 8, 1939, which had declared that a national emergency existed, and had invoked the powers conferred upon him in such emergency by the so called Espionage Act of June 15, 1917. This second proclamation empowered the Secretary of the Treasury to make rules and regulations governing the anchorage and movement of any vessel, foreign or domestic, in the territorial waters of the United States, and to inspect such vessels at any time, and place guards on them, in order to secure them from damage or injury, or so as to prevent damage or injury to any harbor or waters of the United States; to take full possession and control of such vessels, removing the officers and crew and all other persons, not specially authorized by him to go or remain on board. With this step the Coast Guard became entrusted with the immensely important function of Port Security. These powers came almost simultaneously with the powers conferred on the Service by the "Dangerous Cargo Act" of October 9, 1940, which gave the Bureau of Marine Inspection and Navigation of the Department of Commerce, and the Coast Guard, joint jurisdiction over every vessel, domestic and foreign, regardless of character, tonnage, size, service or method of propulsion, on the navigable waters of the United States, its territories and possessions, not including the Panama Canal and Philippines, but excluding public vessels and tankers. It forbade vessels carrying 12 or more passengers to transport, carry, convey, store, stow or use on board certain high explosives, susceptible of detonation by a blasting cap or detonating fuse. Transportation of such explosives on other than passenger vessels was permitted only under regulation of the Secretary of Commerce. This control of dangerous cargoes came none too soon, for in the calendar year

1940, our total exports of ammunition and explosives had totaled \$56,449,969 and by April of 1941 had already reached \$31,262,827 for a third of that year. The navigable waterfront real property of the United States which these regulations were designed to protect, was ascertained to be valued in 1942 at \$3,777,263,184 with an additional \$895,486,576 of personal property in navigable waterfront warehouses. The real property included some 5,189,000 linear feet of wharfage over which 1,204,609,000 tons of cargo had passed in 1939.

Fire losses to navigable waterfront property, counting only conflagrations in which the losses were more than \$10,000 had increased from \$6,788,507 in 1940 to \$32,178,380 in 1941. By 1942 these losses had been reduced with the enforcement of the Coast Guard's Port Security regulations to \$24,926,738.

Important to the effectiveness of port security was the passage of the Coast Guard Auxiliary and Reserve Act approved February 19, 1941. This established the Coast Guard Regular and Temporary Reserve, designating the groups formerly termed the "Reserve" as the "Auxiliary" and was designed to augment the regular personnel of the Coast Guard so as to enable it to meet extra-ordinary situations incident to natural emergencies or to war. The act provided for the acquisition by the Coast Guard of motorboats and yachts belonging to members of the Coast Guard Auxiliary, permitting their utilization on patrol duty in our ports and inland waters. Under this act there had been added to the regular establishment by 29 February, 1944, 6,793 regular reserve officers, 297 regular reserve warrant officers, and 135,260 regular reserve enlisted men. In addition to these regular reserves 45,197 temporary members of the reserve had been enrolled, principally for Port Security work, as well as 22,476 plant guards. Numerous Volunteer Port Security Forces were organized by Temporary Reservists in all the major ports to guard wharves, shipyards, and waterfront property on a part time basis and with all services donated to the Government. Some 15,500,000 tons of explosives and ammunition were handled under Coast Guard supervision from January 1, 1940, to June 30, 1946, without a major casualty or loss of life.

PROTECTIVE
CUSTODY
1941

When on March 20, 1941, it was ascertained that an Italian vessel at Wilmington, N. C., was being sabotaged by its crew, the Coast Guard was alerted and within ten days had taken into protective custody under the terms of the Espionage Act of 1917, 28 Italian merchant vessels in various American ports, 27 of which were found to be damaged; two German vessels, one of which was damaged; and 35 Danish vessels, none of which was damaged. Altogether 850 Italian and 63 German officers and crew were imprisoned, while 470 Danish officers and crew were released in the custody of the Danish Consuls or given their liberty.

10 CUTTERS
TO BRITAIN
1941

On April 5, 1941, the President authorized the Secretary of the Treasury to transfer under the terms of the Lend-Lease Act, ten 250-foot cutters of the Coast Guard to the United Kingdom. Two of these, the PONTCHARTRAIN renamed H.M.S. HARTLAND, and the SEBAGO renamed H.M.S. WALNEY, with British crews but flying the American flag and having on board American shock troops, forced the boom at the entrance of Oran Harbor, in North Africa on November 8, 1942. Both were sunk. Another, the CAYUGA, renamed H.M.S. TOTLAND was credited with sinking a German submarine on 29 November, 1941, while a fourth H.M.S. CULVER (ex-MENDOTA) was torpedoed on 31 January, 1942, with 13 survivors. Others served in escort groups in Indian and South African waters. Of the seven which remained at the end of the war, three had been returned under the terms of the Lend-Lease Act by February 1946, and of the other four, two had been damaged and were undergoing repair and two were still on active duty with British naval forces.

GREENLAND
PATROL
1941 - 1946

When the Lend-Lease Act became law on March 11, 1941, the President, on April 19, 1941, authorized the first Lend-Lease transfer of food to Great Britain. The Germans sent the great battleship BISMARCK, in May 1941, to raid the British food bearing convoys. With her was the PRINZ EUGEN and a wolf pack of submarines and their aim was to destroy the United Nation's supply line in the North Atlantic. On the afternoon of 21 May, 1941, eight east bound British ships were reported torpedoed in position 57°41'N; 41°29'W. Three Coast Guard cutters in the vicinity, the NORTHLAND, NODOC, and GENERAL GREENE, were ordered to proceed to the scene to pick up survivors. The GREENE brought in 39 survivors and 120 were picked up by British rescue ships. Later the NODOC found itself in line of fire between the BISMARCK and the British battleship HOOD, both of which were eventually sunk; the HOOD in this engagement and the BISMARCK after a chase which followed.

Soon after this on 1 June, 1941, the South Greenland Patrol was organized consisting of the CGC's NODOC, COMANCHE, RARITAN and USS BOWDOIN. Operating under the Chief of Naval Operations in the area from Cape Brewster to Cape Farewell to Upernivik, Greenland, the patrol was under the command of Lt. Comdr. H. G. Relford, USCG. On 7 June, 1941, the President approved the "Basic Joint Army and Navy Plan for the Defense of Greenland" which provided for the establishment of the Northeast Greenland Patrol, operating under Commander in Chief, U. S. Atlantic Fleet and the South Greenland Patrol, but directly under Chief of Naval Operations. On 1 July, 1941, this Northeast Patrol was organized in Boston, under Comdr. E. H. Smith, USCG, and consisted of the CGC's NORTHLAND, NORTH STAR and the USS BEAR. On October 25, 1941, the two patrols were consolidated as the South Greenland Patrol under Comdr. Smith.

Greenland's geographical location in the Western Hemisphere and the United States obligations to protect such territories, undertaken through the Act of Habana, in July 1940, created a vital interest in the control of Greenland. When Germany occupied Denmark on 9 April, 1940, the threat of an unfriendly power occupying Greenland became acute. In May, 1940, the COMANCHE had proceeded to Godthaab, Greenland, via Ivigtut, transporting the first American Consul. Considerable concern was felt for the cryolite mine at Ivigtut and the U. S. agreed to sell the Greenland Administration armament for its defense. On 17 March, 1941, the CAYUGA had left Boston with the South Greenland Survey Expedition on board. This expedition operating under the State, War, Treasury, and Navy Department, was instructed to locate and recommend air fields, seaplane bases, radio stations, meteorological stations, and aids to navigation and to furnish hydrographic information. On 9 April, 1941, the U. S. and Denmark signed an "Agreement Relating to the Defense of Greenland," which included Greenland in the United States system of cooperative hemispheric defense.

On 12 September, 1941, the Norwegian sealer BUSKOE was sighted by the NORTHLAND, outside the three mile limit off Hold-with-Hope heading for MacKenzie Bay, Greenland. The NORTH STAR had been informed earlier by some members of the Sledge Patrol that they had seen a strange steamer entering Young Sound and had radioed this information to Commander Smith, proceeding to Young Sound to search for the vessel. On the 12th, they discovered supplies of German origin, freshly landed in Rudis Rugg. On the same day Commander Smith sighted the BUSKOE and took her into MacKenzie Bay to look her over. At first the 27 persons on board, most of them Danish hunters and Norwegian trappers, claimed to be a fishing and hunting party. But after questioning they revealed that two sets of hunters had been dropped off, one with radio equipment, about five miles north. Commander Smith immediately ordered a prize crew from the NORTH STAR to be placed aboard the BUSKOE, which was found to be equipped with a main transmitter of 50 watts and a portable transmitter of 40 watts, as well as receiving equipment. The vessel was believed to be engaged in sending weather reports to Axis controlled territory. The following night the NORTHLAND anchored in a fjord about 5 miles away and 12 men went ashore at midnight, capturing three German radiomen and their equipment and code. Secret instructions were found, including Hitler's plans for radio stations in the far north. The Coast Guard seizure of the BUSKOE was the first naval capture of World War II.

TRANSFER TO NAVY
NOVEMBER 1, 1941

On August 16, 1941, the first step was taken for the transfer of a complete part of the Coast Guard to the Navy. The Honolulu Coast Guard District was transferred by Executive

Order on that date to operate as part of the Navy. By Executive Order of September 11, 1941, all units, vessels, and personnel of the Coast Guard previously transferred to, or under detail with the Navy, and such additional units, vessels, and personnel of the Coast Guard as was agreed to between the Chief of Naval Operations and the Commandant of the Coast Guard, would operate as part of the Navy and the personnel be subject to the laws enacted for the government of the Navy. Finally on 1 November, 1941, the President ordered that the Coast Guard should, from that date, until further orders, operate as part of the Navy. Immediately and smoothly the entire Coast Guard began functioning as part of the Navy in accordance with the mobilization plan previously prepared. Coast Guard Districts automatically went under the control of the Naval Districts in which they were located and to whose geographical configuration they had already been harmonized. The respective Coast Guard District Commanders were designated Senior Coast Guard Officers, later changed to District Coast Guard Officer. On March 30, 1942, the Coast Guard was designated as a service of the Navy Department to be administered by the Commandant of the Coast Guard under the Secretary of the Navy, in accordance with general directives issued by the Secretary and by the Commander in Chief, U. S. Fleet and Chief of Naval Operations. The larger cutters and patrol boats, capable of offshore operations, had, before the declaration of war, been assigned to the Fleet, Naval Sea Frontiers, or Task Forces, for convoy, anti-submarine and patrol duty.

WORLD WAR II
1941 - 1945

With the declaration of war on December 8, 1941, the Coast Guard was already part of the Navy and its cutters immediately got into action.

On May 9, 1942, the CGC ICARUS sunk a German U-boat while proceeding southward from New York on a routine run and took 33 prisoners, including the submarine's Commanding Officer. The submarine was seen dead ahead about 111 yards distant as the cutter sailed through calm seas just off the Carolina coast. General Quarters was sounded and the ICARUS flashed into action. Speeding forward she reached the spot over the sub and dropped a pattern of depth charges. As she turned to come back for another attack, a terrific explosion occurred in the open sea about 200 yards off the port side. The ICARUS crossed the spot where the undersea raider was submerged, dropped another pattern of charges, and followed up with two single charges in quick succession. Then air bubbles began rising to the surface. Suddenly the crippled U-boat shot up from below, her bow pointing skyward at a 45° angle. The conning tower burst open, and the submarine crew members scrambled on deck and made for the deck gun. The guns of the ICARUS opened fire, sweeping the Germans back toward the conning tower. Then the sub started to sink, the Germans jumping into the sea. The vessel suddenly plunged beneath the surface and the engagement was over. Lt. Maurice D. Jester, USCG, the Commanding Officer of the ICARUS, was awarded the Navy Cross.

The CGC CAMPBELL was the next to register a definite kill in the gruelling anti-submarine warfare. On 22 February, 1943, while on convoy escort duty in mid-Atlantic, she sighted a submarine submerging at 2,000 yards. The time was 0603. A sound contact was made at 1,500 yards. A stern chase was assumed and as the CAMPBELL closed to 700 yards she reduced speed. No lead was taken and a 10 charge pattern was fired. Diesel oil then appeared on the surface. Either the submarine was taking advantage of the protection afforded by a torpedoed ship, or an oil tank had been damaged. At 1210, sound contact was made at 1,000 yards dead ahead. A periscope appeared 20 yards off the port bow and passed rapidly down the port side of the CAMPBELL. The conning officer watched the boil of the submarine's screws, and fired 5 charges by eye to straddle the estimated position of the U-boat. The enemy vessel seemed to have run into the explosion of the #4 thrower. Three surges of water were seen after the explosion upheaval subsided, but there was no evidence of damage. Charges were subsequently dropped on sound contact 12 to 21 minutes later. At 2015 a contact was made at 4,600 yards and approached at 18 knots. The sub was sighted on the starboard bow and full right rudder was ordered to ram. The submarine hit the CAMPBELL under the bridge and then in the engine room. Either before or after the ramming, 3" and 30 MM gunfire from the CAMPBELL riddled the submarine and prevented her from manning her guns. A depth charge attack after the ramming further damaged the submarine. Five survivors from the submarine were picked up. The CAMPBELL's engine room was flooded and her power lost, preventing further action. The submarine was sunk, as evidenced by the survivors, the ramming and the explosions. This was a definite kill, and search was abandoned at once. Apparently one submarine had been sunk by depth charges and another by collision. The Polish destroyer BURZA was sent to the cutter's assistance. Later the CAMPBELL was towed to Naval Drydock, St. John's, Newfoundland, then to Argentia where she underwent repairs. The commanding officer of the CAMPBELL, Captain James A. Hirshfield, USCG, was awarded the Navy Cross.

A third definite submarine sinking by a Coast Guard cutter during World War II was on 17 April, 1943, when the CGC SPENCER, while escorting a convoy which was proceeding due East to avoid submarines which had been reported South of Greenland and Iceland, established a sound contact at 2,100 yards and dropped a pattern of 10 depth charges at 0646. After that she had several contacts during the morning which were either non-sub or were later lost. Rejoining the convoy she had a sound contact at 1050 at 1,500 yards and dropped 11 depth charges. Then she reestablished it 8 minutes later dropping 11 more charges. After that she began to maneuver between the columns of the convoy and reestablished the contact there at 1117. She fired a pattern of mousetraps. At 1138 an enemy submarine surfaced to conning tower depth about 2,500 yards away, drawing slowly to the right, being still underway but apparently damaged. Two minutes later the SPENCER was

firing all her guns and many hits, on the submarine's conning tower and at its base, were observed. The crew of the submarine was then observed abandoning ship via the conning tower. The CGC DUANE, in the immediate vicinity, assisted, firing all her batteries. Merchant vessels in the rear columns of the convoy also opened fire on the submarine. At 1145 the SPENCER ceased firing and maneuvered in the vicinity of the disabled U-boat. At 1215 she lowered a boat with a boarding party. Five minutes later the submarine began sinking and sank stern first at 1227. The SPENCER's boat began picking up survivors. At 1225 the boarding party returned, having boarded the submarine momentarily prior to its sinking. Three men had been observed to be dead in the conning tower. One German officer and eighteen men were rescued by the SPENCER and twenty men were rescued by the DUANE. Eight of the SPENCER's crew were injured when the davit of the #1 boat was damaged by a projectile and its superstructure by shrapnel. One man died of his wounds.

"The bombs were bad," said a German officer of the sunken U-175 who had been picked up by the DUANE. "The ship was not hurt," he continued "but inside it was all bad. Everything shaking. Things fall down. It smelled bad and hurt the eyes." The attack, he said had been excellent. "We came up and saw you in the periscope, but you saw us and we knew it was all over. Our chance to get you was gone. We didn't like the bombs. We went down when you saw us and the bombs started going off. Things stopped and would not work. A lot of things broke." He explained that they had raised the flippers and pumped air to try to steady the submarine. They could not steady her, so began bringing her to the surface. When they reached the surface the DUANE's guns had started and very soon the German officer had jumped into the water.

It was not until World War II was over that German and Japanese records confirmed as definite sinkings other attacks which Coast Guard craft had reported on Nazi and Japanese submarines. On 13 June, 1942, the USCG cutter THETIS, it was then revealed, had sunk the German submarine U-157 at $24^{\circ} 13'N$, $82^{\circ} 03'W$. The USCG cutter McLANE and the Coast Guard manned YP-251, it was then learned had indeed, finished off the Japanese submarine RO-32, which they had reported having trapped in Alaskan waters at $55^{\circ} 20'N$, $134^{\circ} 40'W$, on July 8, 1942; in the Gulf of Mexico the German submarine U-166, which the Coast Guard plane V-214 had reported bombing on July 28, 1942, was confirmed as being sunk by USCG airplane squadron 212 at $28^{\circ} 37'N$, $90^{\circ} 45'W$ on 1 August, 1942; the USCG cutter INGHAM was credited with sinking the German submarine U-626 on 15 December, 1942, at $56^{\circ} 46'N$, $27^{\circ} 12'W$; the German U-225 was sunk on 21 February, 1943, by the USCG cutter SPENCER at $51^{\circ} 25'N$, $27^{\circ} 28'W$; while on 18 May, 1945, the German U-866 was confirmed as having been sunk at $43^{\circ} 18'N$, $61^{\circ} 08'W$ by four Coast Guard manned

destroyer escorts, the USS LOWE, MENGES, PRIDE, and MOSLEY.

On 17 June, 1942, the Commander-in-Chief, U. S. Fleet, notified the Commanders of the Eastern and Gulf Sea Frontiers that it had been directed that there be acquired the maximum number of civilian craft that were in any way capable of going to sea, in good weather, for a period of at least 48 hours at cruising speeds. These craft were to be acquired and manned by the Coast Guard as an expansion of the Coast Guard Reserve. They were to be fitted to carry at least four 300 pound depth charges, to be armed with at least one machine gun, preferably 50 caliber, and equipped with a radio set, preferably voice. These groups, and similar groups organized from similar Navy craft, would be assigned by sea frontier commanders to restricted patrol stations (pickets) spaced along the fifty fathom curve of the Atlantic and Gulf coast, particularly in those areas where submarines were found to be concentrated.

All of the District Coast Guard officers began at once to carry out orders based upon this directive issued than by the Sea Frontier Commanders. The prime mission of the coastal pickets being one of enemy submarine observation and anti-submarine patrol, the vessels which they began to assemble and equip were directed to observe and report actions of all hostile submarines, surface and air forces, and to attack and destroy them when their armament permitted. They were also to conduct rescue operations off shore, reporting all vessels in distress, survivors located and other unusual matters of Naval interest. Between January 1, 1942, and January 1, 1943, Coast Guard floating units increased from 3,732 to 8,357. The major portion of this 4,625 increase was in reserve boats which rose in number from 314 to 3,148, miscellaneous motorboats of less than 65 feet which showed an increase of 611 from 174 on January 1, 1942, and miscellaneous small craft which increased by 240 during the same period. Other categories which showed substantial increases were landing party boats which increased by 600, converted fire boats which went up by 121 units, and miscellaneous cutters of less than 100 feet, mostly VP's, which increased by 102.

There were thousands of calls on the regular cutters for assistance. The CGC NIKE brought 39 survivors of the SS SAN GIL into Ocean City, Maryland, on 3 February, 1942, and three days later rescued 38 persons from the torpedoed tanker CHINA ARROW in the same vicinity. On the 16th of February, 1942, the CGC WOODBURY brought in 40 members of the crew of the tanker E. H. BLUM. On 15 February, 1943, the CGC CALYPSO removed 42 persons from a lifeboat of the torpedoed Brazilian SS BUARQUE, 30 miles east of Cape Henry. Lifeboat stations along the Atlantic coast picked up hundreds of survivors in lifeboats during the first months of 1942. Many of these lifeboats and rafts from sunken merchant vessels

were spotted by Coast Guard aircraft on their anti-submarine patrols off the coasts. At the beginning of the war the Coast Guard had 56 planes based in ten air stations from Maine all around the Coast to the state of Washington. Not yet equipped, in many instances, with bombs, these planes went out on regular patrols and on spotting survivors notified nearby fishing vessels and other craft of their exact location.

On the 14th of January, 1942, the Coast Guard plane V-177 proceeding to the position of a wreck, located a raft adrift with six persons on board and dropped food and restoratives. On 15 February, 1942, the V-186 discovered lifeboats containing 30 survivors and notified the Elizabeth City Air Station which later sent out coastal pickets to pick them up. On 8 March, 1942, the V-183 found lifeboats of the SS ARBUTAN off the North Carolina coast and directed the CGC CALYPSO to the scene. On 7 April, 1942, a Coast Guard plane sighted a boat containing 24 survivors and directed a British trawler to it. On 1 May, 1942, two planes from Elizabeth City Coast Guard Air Station located a lifeboat with 13 survivors, made a landing in the open sea, furnished the survivors food, water, and medical supplies and took an injured man ashore, the remainder being later rescued by a CG lifeboat station boat. On 2 May, 1942, plane V-167 made a landing in a rough sea and rescued two survivors from a torpedoed freighter. They had been adrift 12 days, without food or water. In July, 1942, a small CG plane took aboard 27 survivors from a torpedoed vessel in the Gulf of Mexico and landed them safely. And so the story goes. The Coast Guard regulations said they had to go out, but some of them never came back.

Justice cannot be done within any short space of time to the story of the Coast Guard in World War II. The Coast Guardsmen's experience and habit of courage fitted them for the war assignment of manning many of the landing barges that brought our soldiers and marines to the hostile beaches from Guadalcanal to Tokyo in the Pacific and from Casablanca to Normandy in North Africa and Europe. 572 Coast Guardsmen were killed in action out of a total of 1,035 that died abroad. The others died of wounds or disease or other causes and 400 in accidents abroad. Of the 843 that died at home, 456 met accidental death, 325 died of disease and 62 of other causes. Altogether 1,878 Coast Guardsmen died in the war. At the same time 1,868 were decorated, one receiving the Congressional Medal of Honor, 6 the Navy Cross, 1 the Distinguished Service Cross, 67 the Legion of Merit and so on.

Coast Guardsmen manned 349 Navy vessels during the war, 291 Army vessels and 764 Coast Guard vessels of 65 feet or over in length or a total of 1,404 larger craft. Twelve Coast Guard manned Navy vessels

were lost and eleven Coast Guard vessels. One of the largest Coast Guard vessels, a 327 footer, lost, was the HAMILTON, sunk by a torpedo off Reykjavik, Iceland, on January 30, 1942. The ACACIA, a tender class cutter, was sunk by a submarine off Haiti on March 15, 1942, and the ESCANABA was torpedoed off Ivigtut, Greenland, on June 13, 1943. Of the Coast Guard manned Navy vessels which were lost the SERPENS (AK-97) loaded with ammunition exploded at Guadalcanal on January 29, 1945, and the LEOPOLD was torpedoed off Iceland on March 9, 1944. The LST-69 exploded at Pearl Harbor on May 21, 1944, the LST-167 was riddled by enemy planes at Vella La Vella on September 25, 1943, and later towed to Rendova, the LST-203 stranded in the SW Pacific on October 1, 1943, and the LST-767 was damaged in the Okinawa hurricane of March 9, 1946, and was decommissioned. The PC-590 grounded and sank in a typhoon off Okinawa on October 9, 1945. Four LCI(L)'s were lost in the French Invasion on June 6, 1944. On June 30, 1945, there were 49,283 Coast Guard personnel manning Navy vessels and 6,851 manning Army vessels, most of them freight and supply ships, large tugs, tankers, and freight boats.

Coast Guard personnel increased from 27,415 on January 1, 1942, to 171,192 on June 30, 1945, exclusive of some 45,197 members of the Temporary Reserve and 22,476 plant guards serving at the peak on February 29, 1944. Its shore units increased from 1,096 to 2,237 during the year 1942, its vehicles from 1,422 to 6,511 by June 30, 1945, and its lighted and unlighted buoys from 22,587 to 36,771 in the same period. By 30 June, 1945, it had 184 airplanes being flown by Coast Guard pilots.

BMIN
ALMALGAMATION
TEMPORARY 1942
PERMANENT 1946

On March 1, 1942, the President transferred from the Secretary of Commerce to the Commandant of the Coast Guard certain safety-at-sea functions of the former Bureau of Marine Inspection and Navigation. These had to do principally with inspection and certification of construction of merchant vessels and the licensing and certification of officers, pilots and seamen. This transfer was for the duration of the war unless changed by Congress. The President's Reorganization Plan III which became effective July 16, 1946, made this temporary transfer of functions permanent.

With the succession of the Coast Guard to the duties of the Board of Supervising Inspectors and the Secretary of Commerce, with respect to inspection and navigation laws, there was established at Coast Guard Headquarters the Merchant Marine Inspection Division and the Merchant Marine Personnel Division, as well as a Merchant Marine Council in the Office of the Commandant, which advises on

problems of the merchant marine involving the Coast Guard and reviews proposed merchant marine regulations. The office of local inspectors was abolished and each district assigned a marine inspection officer who assisted in the direction of vessel inspection, licensing and certificating, investigation of casualties, and other merchant marine regulation activities including the numbering of motorboats and the handling of violations of the navigation laws.

RETURN TO
TREASURY - 1946

The Coast Guard was returned to the Treasury on January 1, 1946, continuing Air-Sea Rescue functions and the maintenance and operation of mid-ocean weather stations and air-sea navigational aids, under the directional control of the Navy, until July 1, 1946, with the Navy furnishing all vessels, facilities, equipment and supplies required for the maintenance and operation of such activities. At the same time wartime port security ended with the revocation of Executive Order No. 9074 of February 25, 1942, the Coast Guard continuing to enforce regulations governing the anchorage and movement of vessels under the authority of the Espionage Act of 1917. A recodification of these regulations on a peace time basis has, meanwhile, been effected. The International Service of Ice Observation and Ice Patrol in the North Atlantic, which had been discontinued during the war years, was resumed in 1946 and for the first time aircraft supplemented the work of the patrol vessels in determining the limits of the ice fields from the air. Ocean weather stations maintained by the Navy during the war were transformed back to the Coast Guard on July 1, 1946, and plans made to augment their number in accordance with the assignments made to this country by the Provisional International Civil Aviation Organization.

COMMUNICATIONS

The extensive system of Coast Guard owned and operated telephone lines and submarine cables, together with 20 radio traffic stations and 11 air radio stations along all our coasts, with a limited coverage of nearby ocean areas, were tied in with each other so that the various peacetime functions of the Coast Guard, in furnishing service to lifeboat stations, lighthouses and other units, were smoothly coordinated to handle maritime disasters of any character or extent. Medium frequency direction finder stations previously operated along the coasts were discontinued as a navigational aid to the public, owing to the use generally of shipboard direction finders in conjunction with marine radio-beacons and the utilization of Loran and Radar. Medium frequency radio direction finder facilities, however, were to be continued at strategic points for Search and Rescue purposes only. Only two high frequency direction finder stations, out of some 27 used during the war to provide better means of locating the position of ships, remained in commission on June 30, 1946.

LORAN

Loran, a system of radio navigation, designed to furnish reliable longitude and latitude positions over greater areas than those covered by radio systems during the war, was planned for continued expansion by the Coast Guard, which had built and manned this wide flung system extending from Greenland to Tokyo. 49 stations in eleven chains existed on June 30, 1946.

RACON

Eleven Racon stations remained in operation on June 30, 1946. These are fixed frequency transporters or radio beacons, which provide a coded response to radar interrogation on the proper frequency, giving a navigational fix by means of simultaneous display of both range and bearing information, and enabling craft adequately equipped to navigate in all weather conditions within the limitations of their range. 45 of these stations had been operated during the war.

AIR-SEA RESCUE

The Air-Sea Rescue Agency was renamed Search and Rescue Agency. This is an inter-agency group for the study of improved and standarized rescue and search methods of which the Commandant of the Coast Guard is head. Search and rescue units of the Coast Guard were integrated into the peace time organization and the whole developed into a system of constantly alerted communication, coastal lookout stations and patrols to institute instant and systematic search and rescue procedure in case of maritime disaster.

DEMORALIZATION

By June 30, 1946, the Coast Guard demobilization from its wartime status had been almost entirely effected. With 262 cutters of 63 feet or over in length, the service had 166 additional motor lifeboats, 1,672 motorboats and 2,784 pulling boats and barges. There were 722 operational shore units, including 11 air stations, 10 operating bases, 189 lifeboat stations, only about 1/3 of them active, and 512 light stations. Among the 66 logistical shore units were: 47 depots, 11 repair bases, 5 district and 2 general supply depots and the Coast Guard Yard at Curtis Bay, Maryland. The 49 Loran stations, 14 district offices and 12 merchant marine foreign detachments completed the total of 863 shore units.

Military personnel at the end of the 1946 fiscal year totaled 26,406 consisting of 2,443 commissioned officers, 183 cadets, 797 chief warrant and warrant officers, and 22,983 enlisted personnel. Civilian personnel totalled 5,356.

Returning to peace after war has become a formula to which the Coast Guard and its predecessor the Revenue Marine, have long been accustomed. The story of the Coast Guard is the seagoing story of the United States, in peace and war. The Coast Guard is essentially a peace-time maritime police force, engaged in providing law and order and safety at sea, but always maintaining itself in a state of military readiness for any national emergency.

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